

The Hongkong Telegraph.

No. 3364

FRIDAY, FEBRUARY 3, 1893.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shing, Esq.
Chan Kit Shun, Esq. W. Wotton, Esq.
C. J. Hirst, Esq. Kwan Hoi Chuen, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS.—

The Commercial Bank of Scotland, Parry Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS 4 " "

Hongkong, 12th December, 1892. [18]

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST DIVIDEND of 20 per Cent. will be PAYABLE ON APPLICATION, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, in LIQUIDATION, on and after the 16th instant, to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUTTER,

Attorney for the Liquidator.
Hongkong, 16th January, 1893. [63]

Insurances.

THE STANDARD, A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to: its Funds, annually increasing, amount to £7,000,000. Its Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000; \$833,333-33.

RESERVE FUND, TAELS 300,000; \$391,666-66.

BOARD OF DIRECTORS.

LEE SHAO, Esq. LO YUEN MOON, Esq.

LOU TAO SAUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1892. [186]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

CHOW KAM WENG, Acting Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.

Hongkong, 21st January, 1893. [173]

MAN ON INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. CHOW KAM WENG will act as SECRETARY for the Company until further notice.

By Order of the Board.

WOO LIN YUEN, Secretary.

Hongkong, 21st January, 1893. [158]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FRANKMANS' HALL, Zealand Street, on TUESDAY, the 7th February, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 31st January, 1893. [168]

FURNITURE WAREHOUSE.

LI KWONG LOONG, CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at

No. 3, WYNDHAM STREET.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronized by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co. Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction.

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 27th January, 1893. [146]

Intimations.

SELAMA TIN MINING COMPANY, LIMITED.

NOTICE.

A PRIVATE MEETING of SHAREHOLDERS will be held at the Company's Office, at 4 P.M. on WEDNESDAY, the 8th instant.

By Order of the Board of Directors.

W. HUTTON POTTS, Secretary.

Hongkong, 1st February, 1893. [177]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Queen's Road Central (Nong), on THURSDAY, 9th February next, for the purpose of receiving the Report of the Directors, with a Statement of Account to 31st December, 1892.

The Transfer BOOKS of the Company will be CLOSED from 2nd to 9th February, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 26th January, 1893. [153]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 2, Queen's Road Central (Nong), on WEDNESDAY, the 2nd February, at Twelve o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1892.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 22nd inst., both days inclusive.

By Order.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st February, 1893. [174]

IMPERIAL CHINESE TELEGRAPHS.

NOTICE.

FOLLOWING RATES will be charged per WORD for MESSAGES from CANTON and HONGKONG via CHINESE LAND-LINES.

TO

TONKIN.....24 cents.

COCHIN-CHINA.....32 "

AN-AM.....28 "

CAMBODGE.....32 "

SIAM.....43 "

For the Traffic Exchanged between Stations in China and Stations in French Indo-China (only) the counting of words is as follows:—

The maximum length of a word is fixed at FIVE CHARACTERS.

Numbers expressed in Figures are counted at the rate of Five Figures to a word plus one word for any excess.

The same Rule applies to groups of letters.

O. MOLLER, Traffic Superintendent.

Canton, 1st February, 1893. [175]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, Calne Road, begs most respectfully to appeal to the residents of Hongkong and the Coast, Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of needle work.

Gentlemen's shirts made to order, and cuffs and collars renewed on old ones.

Ladies' and Children's under-clothing, Children's dresses, and all kinds of embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old-ENVELOPES, to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 23rd January, 1893. [131]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, 6th September, 1892. [899]

TAKLEMA COLLIERIES COMPANY, MOI.

THIS Company, having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAKE) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analyses to be seen in the Office of the Undersigned.

CHEE ON & Co., Sole Agents.

No. 21 & 23, Lee Yuen Street, East.

Hongkong, 26th September, 1892. [1933]

SAT-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAT-PANG COALS of the Honbo Coal Mines, Japan.

KONOMI TAKASUKE, Owner of the Honbo Coal Mines.

WE the Undersigned are ready to supply quality guaranteed, in any quantity, with the quickest despatch.

HOP-WO-LOONG, Agents for the Honbo Coal Mines.

No. 36 & 37, Praya Central.

Hongkong, 27th August, 1892. [151]

Intimations.

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR NEW STOCK OF SADDLERY

Racing Saddles 3 lb. & 5 lb., Saddle Cloths, Weight Cloths, Clothing, Bridles, Racing and Driving Reins.

JOCKEY WHIPS, DRIVING WHIPS.

Surcingle, Girths, Rollers, Stirrup Leathers and Webbs, H-adaptals, Cruppers, Manligalses.

Halters Hunting Crops.

POLO BITS.

Box Spurs, Racing Spurs, Hunting Crops.

STABLE BRUSHES AND REQUISITES.

Riding Boots, Jockey Boots, Boot-Tops, Boot-top Liquid, Saddle Soap, Brown Leather Paste.

LANE, CRAWFORD & CO.

Hongkong, 28th December, 1892.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

M.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY, PROPRIETOR.

KELLY & WALSH, LD.

IMPORTERS OF TOBACCO'S.

Pioneer Brand, Ogden's Fruit and Honey, Captain Navy Cut, Dollar Brand, Golden Eagle.

Traveller Brand, Willis' Three Castles, Ogden's Bird's Eye, Happy Thought.

Willis' Gold Flake Honey Dew, Ogden's Silver Veil, Ogden's Navy Cut, Star Mixture.

IMPORTERS OF CIGARETTES.

Sweet Caporal, Ogden's Yellow Pinch, Ogden's Bird's Eye, Otto de Rose.

Three Castles, Willis' Flinchy.

KELLY & WALSH, LIMITED.

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 1st February, 1893.

MOUTRIE, ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANOS ON HIRE.

FROM \$3.00 PER MONTH INCLUDING TUNING.

PIANOS TUNED—Single Tuning, \$5.

do. do. Every alternate month, \$25 per annum.

do. do. do. month, \$48 do.

INCLUDING ALL MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD CONDITION.

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THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' ride of the terminus of the Yokohama, Tokyo, Railway and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Offices.

There are no inside rooms, thus securing well-ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the management is to provide for the comfort and pleasure of the guests. The attractions of the hotel are the religious and social festivals being daily occurrence are to be met their best, and on a grander scale than in any other portion of Japan. All the noted actors, singers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4 PER DAY.

C. S. ARTHUR, Manager.

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W. POWELL & CO.

GREAT CLEARANCE SALE.

ART MUSLIN CUSHNS (FRILLED)

85 CENTS CH.

OFFICE D'STERS

\$1.25 PER KN.

BED-ROOM TOST WARE

\$2.75 SET (25)

W. DWELL & CO.

Hongkong, 2nd February, 1893.

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 5 PER CENT. or \$1.00 per Share, DECLARED at the Ordinary Half-yearly Meeting of Shareholders held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 31st instant.

SHAREHOLDERS are requested to apply at the Office of the Company for WARRANTS.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 30th January, 1893. [163]

JURY LIST—1893.

NOTICE is hereby given that pursuant to the Provisions of Section 8 of the Jury Consolidation Ordinance of No. 18 of 1887, I have on the 1st instant, caused to be posted at the chief entrance to the COURT HOUSE, a LIST of ALL PERSONS ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until the 14th instant, in order that any person may apply by Notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to, or struck off from the said List, upon cause to be duly assigned in such Notice.

BRUCE SHEPHERD, Acting Registrar.

Registry Supreme Court, Hongkong, 1st February, 1893. [178]

NOTICE.

NOTICE is hereby given that the OFFICERS of the WARD ROOM MESS of H.M.S. Mercury will not be RESPONSIBLE for any DEBTS contracted by their Messman AH FOO from this date to the 30th of January, 1893.

Hongkong, 30th January, 1893. [162]

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP and SPOONS will be Shot for, TO-MORROW, the 4th February. Time, 2.45 P.M. Ranges 800 and 900 yards.

ED. ROBINSON, Hon. Secretary.

Hongkong, 31st January, 1893. [151]

WANTED.

TO RENT a FURNISHED HOUSE for about 3 months.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 2nd February, 1893. [180]

K E B A O,

SOCIÉTÉ ANONYME FRANÇAISE.

CAPITAL 4,000,000 FRANCS.

LA SOCIÉTÉ KÉBAO (TONKIN), dont l'extraction prend tous les jours de l'importance et qui est seule FOURNISSEUR DE LA MARINE FRANÇAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du *Est Kong*, voulant introduire ses Charbons sur le p. de Hongkong a confié le soin de son Agent à la maison

SHEWAN & Co., Praya Central, Hongkong.

A partir du 1er. Novembre, 1892.

Le Directeur Général de Kébao.

HENRY PORTAL.

Kébao, le 10 Décembre, 1892. [42]

PRIVATE BOARD AND RESIDENCE, STAINFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

Mrs. STAINFIELD, Proprietress.

Hongkong, 31st December, 1892. [49]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation.

Apply to

Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 9th November, 1892. [36]

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.

to QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

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G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCKMAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis. Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vaucluse and Gohier's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

A letter is being numerous signed by the commercial and trading communities of Calcutta urging that a public meeting should be convened to consider and, if approved, to adopt resolutions asking the Government of India to close the mint to the free coinage of silver as a first step towards putting the currency of the country on a stable basis.

News has been received that Sher Afzul, the nephew of Chitral who recently fled before Nizam-ul-Mulk, the present Mir, has reached Kabul, where it is said he is now more or less a prisoner in the Amir's hands.

LONDON, January 18th.
The Times, discussing the Egyptian crisis, says that it appears that the present action of the Khedive is especially aimed at the judicial reforms which have lately been introduced in Egypt.

The Daily News states that Lord Cromer gave the Khedive twenty-four hours in which to cancel the Egyptian Cabinet which had been formed by Fakhri Pasha, who resigned the Premiership last evening at the Khedive's special request, and thus the crisis is considered to be over. The Daily News suggests that the incident was due to the intrigues of Ismail Pasha at Constantinople. The Times also points to Ismail Pasha and the Sultan as the prime movers, but adds that Great Britain can never permit the Khedive to obstruct British reforms in Egypt. The Standard says it is impossible to conceive how the Khedive can have imagined England would tolerate such a blow to her position in Egypt.

The crisis in Egypt is over, and the Khedive has expressed his regret to Lord Cromer and his readiness to appoint Riza Pasha as Premier, to which Lord Cromer has assented. The French Press, prior to the receipt of the above news, were jubilant at the Khedive defying England and strongly commended his action.

Sir Peter Maxwell (Chief Justice of the Straits Settlements from 1867 to 1871) is dead.

Mr. Arthur Godley, Permanent Under Secretary at the India Office, and Mr. J. T. Hildbert, Financial Secretary to the Treasury, have both been appointed Knights Commanders of the Bath.

Reuter learns that the statement made by the Indian Mirror, that the Viceroy was about to resign is entirely premature.

The trial by jury question is still engaging the serious attention of the Viceroy and Lord Kimberley, and has not yet reached a stage when any definite statement either way is possible.

ST. PETERSBURG, January 19th.
The Novoye Vremya says that Russia and France must ask Great Britain to explain the action of Lord Cromer, lest their alliance might be construed into tacitly consenting to Egypt becoming a British colony.

The papers, in discussing the Egyptian crisis, applied the good grace with which his Highness the Khedive yielded to Lord Cromer's judicious appointment of Riza Pasha in place of Fakhri Pasha. The Daily News says the action of the Government involves not the slightest departure from the liberal policy hitherto pursued in Egypt. The Khedive's tone at his interview with Lord Cromer was the submission of his will to follow England's advice in all matters during the occupation of his country by the British forces.

ROME, January 19th.
A grave banking scandal has taken place here, a deficiency of one hundred thousand pounds having been discovered in the Rome branch of the Bank of Naples. The cashier has been arrested, but the manager has absconded. The Director and Manager of the Banca Romana have been arrested.

BERLIN, January 19th.
Forty-one cases of cholera have occurred at Halle in Saxony in the last two days and fourteen cases ended fatally.

In accordance with a scheme for mobilizing the Home defences, the regular cavalry and infantry are to be re-constituted, allotting the greater part of the home regiments and battalions to three Army Corps instead of one.

LONDON, January 20th.
The Currency Committee have completed their examination of witnesses.

The condition of the Lancashire operatives is the worst since the American Civil War; nevertheless, there is no prospect of a settlement.

The British India steamer *Chaybaza* came into collision on Tuesday night in the Channel with a sailing vessel and damaged some of her plates; she is at present en route at Spithead.

The Bristol bench of magistrates committed Tillet to take his trial for a speech he made, inciting the Bristol dockers to riot.

The death is announced of Lord Elphinstone.

TO FAR CATHAY.
XVIII.

A CRISIS IN SHIPPING.
The events of the year 1859 doubtless seem ancient history to the young and blooming generation of shipowners, but it was a memorable year in the history of British shipping.

The disasters to which we have already referred, and the pressure of the American competition, brought forth the famous appeal to the nation of the Shipowners' Association. In this address the electors were informed that, great as had been the increase of British shipping, the number of foreign ships entering and clearing at ports of the United Kingdom had increased in very much greater proportion.

The rule of the year was predicted unless a return were made to the principles of Protection, and the electors were brought to send such representatives to Parliament as would save the great national industry from perdition. Thus a number of men were returned to Parliament pledged to Reciprocity, and a few other devices with high-sounding names.

The object of the shipowners was twofold—to get the Colonial and Eastern trade restored to and confined to British vessels, and to exclude foreign vessels from that general class of which, to assist in this object, the shipowners at each of the ports sent delegates to a great national meeting, which is famous in the annals of the City. It was much decided by persons of more advanced political and economic views—especially by those who had no monetary interest in shipping—and the Times described the gathering as composed of "the largest collection of political and commercial fossils which could be got together in these adverse days for political antiquarianism."

If antiquated, however, were the delegates, the shipowners were positive and precise in the statements which they repeated one after another—that nothing but ruin could result from the existing policy, if not promptly altered.

Among the most prominent of the eminent shipowners who took part in this movement for a return to Protection, were Mr. George Marshall and Mr. Duncan Dundas—two men who probably made as much out of the Colonial shipping trade as anybody has ever done, and whose splendid fleets of Colonial clippers never showed any sign of that general class of which their owners complained so lugubriously.

Other prominent men at the meeting were Mr. R. W. Crawford, M.P. for the City; Mr. Frederick Somes, M.P. for Hull; Mr. Bramley-Moore, and Mr. W. S. Lindsay, M.P. for Sunderland.

This was the memorable occasion on which Mr. Lindsay, who had always the courage of his convictions, discharged a bomb into the camp of the shipowners by declaring in effect that they were all talking nonsense, and that the adoption of a Free Trade policy had nothing whatever to do with the depression in shipping. Mr. Lindsay was nearly mobbed out of the meeting hall in

the London Tavern for putting facts and figures plainly before his fellow-shipowners, and telling them that it was folly to approach Parliament for a protection that would not help them even if they got it—which was impossible—while if they went about it in a businesslike manner they might get rid of, or lighten, the burdens which did rest upon shipping, and which amounted to a tax of about 2 per cent. on the invested capital.

The crisis in British shipping was certainly grave, from the causes which we have endeavored shortly to explain, but the outbreak of another Continental war relieved the tension by creating a sudden, though transitory, demand for tonnage.

The agitation still went on, however, and in the spring of 1860 a Committee of the House of Commons was appointed (under the presidency of Mr. Milner-Gibson) to inquire into the whole state of merchant shipping, and the extent and effect of the burdens and restrictions upon it, with power to take evidence from all persons interested in any phase of the question. It was a long, laborious, and patient inquiry, the result of which is now historic.

In reporting, the Committee showed that the admitted depression in shipping was due for the most part to causes wholly beyond the reach of legislation. One of these was the introduction of steam, under the influence of which the owners of sailing-vessels were bound to suffer—especially in the coasting trade. The change in this respect was shown to be very remarkable—one north-east coast port alone having between 1852 and 1860 displaced no fewer than 4,000 sailing craft of the collier type. Then it was shown that while in the nine years preceding the repeal of the Navigation Laws the increase in sailers had been only 23 per cent., and in steamers 81 per cent.; yet from the repeal of the Laws down to 1859 the increase in sailers had been 261 per cent., and in steamers as much as 184 per cent.

The figures proved not a disturbance in shipping, but a revolution caused by King Steam, and a revolution which the majority of shipowners up to that time seemed to have scarcely even suspected.

With regard to the demands of the shipowners for a restoration of the monopoly of the Colonial trade, the Committee found that "the extent, diversified interests, and increasing power of our possessions abroad, offered insuperable obstacles to the reimposition of restrictions on that trade, while the constant increase in feelings of independence in our Colonies naturally tended to resist a system which would place the power of British plantation sugar and coffee in the West Indies at a greater disadvantage than then existed, especially when compared with the producer of slave-grown sugar and coffee in Brazil and Cuba."

Both on political and commercial grounds, the prayer of the shipowners for a restoration of monopoly was rejected as "altogether impracticable."

It was admitted, however, that the shipowners had just and fair claim to equal terms in the race of competition, and that Foreign Powers should be required, as far as it was possible to do so, to confer advantages upon our shipping equivalent to those which we conferred upon theirs. We have mentioned the unfair position occupied by the United States, but this was not the only grievance. Our ships could not compete on even terms in either the French, Portuguese, or Spanish Colonies, although foreigners were free to cut us out of our own dependencies. Spanish vessels could load in United Kingdom ports for Manila at double the freight paid to English vessels. It is on record that at Mauritius a French vessel obtained a charter at 60s. per ton, having the option of two markets, while simultaneously a British vessel had to accept 10s. per ton, because she was by her flag shut up to one market.

It was pretty much the same with all foreigners, as they had all the option of the English market besides their own, which gave a tremendous advantage to merchants shipping under a foreign flag. While, then, retaliation was not recommended by the Committee, earnest and active remonstrance on the part of the Foreign Office was urged with a view to securing reciprocity.

The question led to the consideration of the rights of private property at sea during war, and of the question of privateering. America had refused to be a party to the Declaration of Paris of 1856, and the prospect was now that in the event of another great European war all our carrying-trade would be transferred to American bottoms. As to this, the Committee declared: "We must either secure the general consent of all nations to establish the immunity of merchant-ships and their cargoes from the depredations of both privateers and armed national cruisers, or we must revert to the maintenance of our ancient rights, whereby, relying upon our maritime superiority, we may not merely hope to guard un molested our merchant-shipping in the prosecution of their business, but may capture enemy's goods in neutral ships, and thus prevent other nations from seizing the carrying-trade of this kingdom during a state of hostility." In fine, they expressed the opinion that "the time had arrived when all private property, not being contraband of war, should be exempt from capture at sea."

To the contest of light dues, pilotage, local port-charges, harbor dues, and passing tolls (such as the Stads and Elinore dues were revived, and recommendations of various sorts were made for the relief of the burdens on shipping in these connections.

With the report of this Special Committee may be said to have ended the dream of the British shipowners for a return to Protection.

It was followed, in 1861, by the Merchant Shipping Act, which abolished all taxes on shipping, and the support of ostensible public charities, alleged in some degree to be the differential charges on foreign shipping, abolished passing-tolls on the coast of the British Isles, and authorized loans to local authorities for the improvement of harbours, etc.

In return for the privileges we gave, France also abolished local charges, and differential dues on British shipping. Two years later, Italy followed suit, and in 1868 Austria also.

In 1860 began a new birth in British shipping, and that active, restless, competition with the maritime enterprise of the rest of the world, which has gone on growing with time. During the thirty odd years which have elapsed since, the conditions have constantly varied, and are now as different as can be from what prevailed when the Yankee clippers held sway both on the Atlantic and on the Eastern seas. But one condition has not altered; once we got to the front again, we have stayed there.

On the other hand, America has gone rapidly back until she has lost all share in the ocean trade, and been beaten the Eastern and Western hemisphere. She has, however, developed a great traffic in American-built coasting-ships, having persistently adhered to the principle of Protection in her own coasting-trade, although she benefited so much in past years through our own generosity to her shipping. The late navigation of the States, no doubt, is a legitimate domestic industry, but it has been a poor return for the treatment she received from us to shove us out of the coasting-trade.

And yet, perhaps, it has only been by retaining the monopoly of that, and by upholding the absurd fiction that a voyage from New York to San Francisco round Cape Horn is a "coasting voyage," that America has been enabled to keep and increase her hold on the maritime commerce of the Pacific, and to develop her connections with China and Japan—*Forty Years Ago*.

NOTES FROM CHINESE PAPERS.

In spite of the severe weather which has been experienced, the work of dredging the waterways inside the Nanking city has not been hindered, but is being vigorously pushed on by the soldiers under the energetic leadership of their officers.

The Palaces within the Imperial city, as well as the various gates leading to the "Forbidden City" have lately undergone extensive repairs, and there is quite a change in the aspect of the Imperial quarters with the new ornamentalities and improvements made.

An expectant Taoist who has for years been in Canton city waiting for an appointment was recently arrested by the provincial authorities. It is alleged that the Taoist had been charged with forgery and other serious offences. Some are inclined to believe that it was on account of his making a gambling establishment of his house, where a certain lady, the wife of an official, lost a large sum of money, and then informed the authorities of the occurrence.

The Government manufacturer of fire-works has received Tls. 5,000, and 5,000 cartons of sulphur from the Director of the Imperial Household, and has contracted to make all kinds of incense fire-works, such as representations of dragons, vases, the apple, peonies, peach and plum blossom trees, and lotus flowers, etc., besides others termed "Western fire-works," said to have been lately introduced from Europe. They are to be fired off and displayed for the benefit and pleasure of the Dowager Empress and the Emperor and their Courts, on the first day of the Chinese New Year and the 15th day of the same month.

The Board of Sacrificial Services have issued a proclamation calling for the enrolment of one hundred and twenty boys, all to be under the age of fourteen, who are to be instructed in the ancient rites prescribed in the ritual of the Chou dynasty, thirty centuries before the Christian era (!) such as singing, giving the responses, dancing and performing on the flute and cornet, as well as other ancient instruments of music. Having undergone one month's training, the boys are to be placed in the different temples where the Emperor and his Court are accustomed to worship during the year, and are to take the places of the boys chosen three years ago, who have exceeded the age prescribed by the ancient ritual. In addition to this number, the Department Board of Music attached to this Board also call for one hundred youths who are to supply vacancies in the different bands who supply music at the Emperor's table, and on other occasions of a festive nature.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noses in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's place, Kennington Park, London, S.E., Eng.—*Advt.*

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Advertisements.

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FOR MANILA (DIRECT)
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The Share Market.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—118 per cent, prem., sellers.
 The National Bank of China, Ltd.—on 8.20. paid up—35 per cent. div., sellers.
 The National Bank of China, Ltd.—Founders' shares, 150 per share, sales.
 The Bank of China, Japan & the Straits, Ltd.—7.5, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 200, sales.
 Chinese Imperial Loan of 1884—18 per cent. premium, sellers.
 Chinese Imperial Loan of 1884—C—3 per cent. premium, buyers.
 Chinese Imperial Loan of 1886—E—14 per cent. premium.
 Union Insurance Society of Canton—\$83 per share, sales and sellers.
 China Traders' Insurance Company—\$56 per share, sales.
 North China Insurance—115 per share, sales and buyers.
 Canton Insurance Company, Limited—\$100 per share, buyers.
 Yangtze Insurance Association—\$102, sellers.
 On Tai Insurance Company, Limited—115, 150, per share.
 Hongkong Fire Insurance Company—\$255 per share, sales.
 China Fire Insurance Company—\$89 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$30 per share, ex. div., sellers.
 China and Manila Steam Ship Company—28 per share, buyers.
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
 Douglas Steamship Company—\$77 per share, sales.
 The Siam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.
 Hongkong Hotel Company—\$21, sales and sellers.
 Hongkong Hotel Co's Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamshing Hotel Co., Limited—\$3 per share, sales.
 Panton Mining Co.—\$38 per share, sales and buyers.
 The South Gold Mining Co., Limited—50 cents per share, sales.
 New Imperial Mining Co., Limited—50 cents, nominal.
 The Raimond Gold Mining Co., Limited—nominal.
 Société Française des Charbonnages du Tonkin—\$40 per share, sales and sellers.
 The Jelebu Mining and Trading Co., Limited—\$11 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—4 cents per share, sales.
 London and Pacific Petroleum Co., Ltd.—14, nominal.
 China Sugar Refining Company, Limited—\$155 per share, sales and sellers.
 Luon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$15 per share, sales and sellers.
 Dairin, Cruickshank & Co., Limited—\$2 per share, sales.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sales.
 The Kowloon Land Investment Co., Limited—\$21 per share, sales and sellers.
 The Hongkong Land Investment Co., Limited—\$24 per share, ex. div., sellers.
 The West Point Buildings Co., Limited—\$26 per share, sales.
 H. G. Brown & Co., Limited—\$144 per share, sales and sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sales.
 Hongkong Gas Company—\$105 per share, sales and buyers.
 Hongkong Ice Company—\$67 per share, sales.
 Hongkong and China Bakery Company, Limited—\$65 per share, sales.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sales.
 The Green Island Cement Co.—\$44 per share, sales.
 The Hongkong Electric Light Co., Limited—\$21 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$55 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$55 per share, sales.

EXCHANGE.

ON LONDON—Bank, T. T. 2/8
 Bank Bills, on demand 2/8
 Bank Bills, at 4 months' sight 2/8
 Credits at 4 months' sight 2/8
 Documentary Bills, at 4 months' sight 2/8
 ON PARIS—
 Bank Bills, on demand 1/40
 Credits, at 4 months' sight 1/40
 ON INDIA—
 T. T. Demand 22 1/2
 ON SHANGHAI—
 Bank, T. T. 7 1/4
 Private, 30 days' sight 7 3/4

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 Mr. Hart-Buck. Mr. Chas. C. Malsch.
 Rev. R. F. Cobbold. Mr. J. Mitchell.
 Mr. Cochran. Mrs. Van Nieuw.
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 Mr. H. Crawford. Mr. & Mrs. F. O. Scott.
 Mr. Geo. Fenwick. Mr. & Mrs. Taylor.
 Mr. & Mrs. Harding. child.
 Miss C. G. Hogg.
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 Mrs. Baxby. Mr. A. Menant.
 Master Baxby. Hon. N. G. Mitchell.
 Mr. J. E. Bonball. Miss G. Mitchell.
 Major & Mrs. Chapman. Mrs. Mitchell-Tanes.
 Mr. S. L. Dabry. Capt. and Mrs. Morris.
 Captain N. Dodd. Mr. J. Mount.
 Mrs. Dodd. Mrs. Norris.
 Mrs. Eaton. Mrs. Norris.
 Mrs. Eberly. Mr. O'Brien.
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 Vice-Consul P. Gayan. Mr. Sharples.
 Miss Graham. Miss E. Stephenson.
 Mr. P. Harber. Capt. & Mrs. Stumham.
 Mr. D. B. Harmony. Captain A. Tillet.
 Mr. F. W. Johnson. Mr. A. Tillet.
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 Mrs. L. B. Blanchard. Lieut. J. C. Matheson.
 Mr. & Mrs. Bowman. R.N.
 Capt. Butler, O.S.D. Mr. Matheson.
 Miss Caird & maid. Mr. M. Mettler.
 Capt. G. Callaghan. Mr. Miner and maid.
 Mr. F. A. Carl. Capt. Moore, R.N.
 Capt. and Mrs. Combs. Lt. P. O'Malley, A.S.C.
 Major & Mrs. Comfort. Mr. Richard Murgrave.
 Mr. G. C. Cox. Mrs. Nicol and child.
 Mr. J. Deen. Mr. L. Pareto.
 Lieut. L. M. Dewhurst. Mr. & Mrs. Paul.
 R.N.R. Mrs. C. M. Perkins.
 Capt. W. H. Fawkes. Miss A. F. Peto.
 R.N. Mr. G. H. Reany.
 Mr. & Mrs. A. Ferguson. Mr. J. D. Saunders.
 Mr. & Mrs. Fecar. Mr. F. E. Shean.
 Mr. G. Goldschmidt. Mr. L. Starr.
 Mr. & Mrs. Goodman. Dr. Sekules.
 Mr. J. Hamilton. Mr. & Mrs. Thomsett.
 Mr. F. Henderson. Mr. W. Tufnell.
 Lieut. Herbert, R.N. Mr. & Mrs. Warren.
 Mr. Hewitt. Major & Mrs. Fetherston.
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 Mr. Chaudet. Mr. W. H. R. Loxley.
 Mr. F. East. Mr. W. R. Needham.
 Mr. W. S. Harrison. Mr. Medhurst.
 Mr. Thos. Howard. Mr. A. E. Skeels.
 Mr. C. H. Gale. Mr. Spanow.
 Mr. W. H. Gaskell. Mr. Geo. L. Tomlin.
 Mr. Stephens.

Shipping.

ARRIVALS.

ALWINE, German steamer, 400, C. Petersen, 2nd Feb.—Bangkok 20th Jan. and Hollow 2nd Feb. General—Wielser & Co.
 ASK, Danish steamer, 682, Storm, 2nd Feb.—Haliphong 30th Jan., and Hollow 2nd Jan., General—A. R. Maty.
 PREUSSEN, German steamer, 780, D. Hagemann, 3rd Feb.—Shanghai 31st Jan. Mails and General—Melchers & Co.
 MONKUT, British steamer, 859, Chas. Stoddard, 3rd Feb.—Bangkok 26th Jan., and Anhing 27th, Rice—Yuen Fat Hong.
 WOOSUNG, British steamer, 1,109, F. Dawson, 3rd Feb.—Swatow 2nd February, Ballast.
 BUTTERFIELD & SWIRE.
 FORIOSA, British steamer, 674, T. Hall, 3rd Feb.—Swatow 2nd February, General—D. L. Sprick & Co.
 TOONAN, Chinese steamer, 98, J. P. Lowe, 3rd Feb.—Shanghai 31st Jan., General—C. M. S. N. Co.
 KWONGSANG, British steamer, 987, J. James, 3rd Feb.—Canton 3rd Feb., General—Jardine, Matheson & Co.
 PAOTING, British steamer, 1,088, Thos. Gyles, 3rd Feb.—Canton 3rd Feb., General—Butterfield & Swire.
 GOV. RONALD, American ship, 1,661, Butman, 3rd Feb.—New York 1st Oct., Kerosene Oil—Jardine, Matheson & Co.
 TAKSANG, British steamer, 977, Ercemann, 3rd Feb.—Singapore 27th Jan., General—Jardine, Matheson & Co.
 SAKATA MARU, Japanese steamer, 1,369, J. Macmillan, 3rd Feb.—Adelaide 23rd Dec., Albany 31st, and Sourabaya 14th January, General—Geo. R. Stevens.
 ARKATON AFAR, British steamer, 1,397, J. E. Hansen, 3rd Feb.—Calcutta 18th Jan., and Singapore 28th, General—D. S. Soodoo, Sons & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Donar, German steamer, for Saigon.
 Nanyang, British steamer, for Shanghai.
 Nanyang, British steamer, for Shanghai.
 Taita, German steamer, for Swatow, &c.
 Frannet, Norwegian steamer, for Saigon.

DEPARTURES.

Feb. 2, *Tachikow*, British str., for Swatow.
 Feb. 2, *Tachikow*, British str., for Singapore.
 Feb. 3, *Linsching*, British str., for Canton.
 Feb. 3, *Nammut*, British str., for Macao, &c.
 Feb. 3, *Nammut*, British str., for Swatow, &c.
 Feb. 3, *Fidello*, German steamer, for Bangkok.
 Feb. 3, *Taita*, German str., for Bangkok.
 Feb. 3, *Taita*, German str., for Singapore, &c.
 Feb. 3, *Ravenna*, British str., for Singapore.
 Feb. 3, *Wingiang*, British str., for Singapore.
 Feb. 3, *Taita*, German str., for Swatow, &c.
 Feb. 3, *Arday*, British str., for Saigon, &c.
 Feb. 3, *Frannet*, Norwegian str., for Saigon.
 Feb. 3, *Donar*, German str., for Saigon.
 Feb. 3, *Kwangyang*, British str., for Swatow, &c.
 Feb. 3, *Nanyang*, British str., for Shanghai.
 Feb. 3, *Achilles*, British steamer, for Shanghai.

PASSENGERS—ARRIVED.

Per *Formosa*, str., from Swatow, 10 Chinese.
 Per *Mongkut*, str., from Bangkok, &c.—15 Chinese.
 Per *Prussien*, str., from Shanghai—Mrs. Ede and child.
 Per *Alvina*, str., from Pakhoi, &c.—35 Chinese.
 Per *Sakata Maru*, str., from Adelaide, &c.—Messrs Inagaki, Kadota, Togi, and 57 Japanese.
 Per *Taita*, str., from Singapore—259 Chinese.
 Per *Toonnan*, str., from Shanghai, &c.—Mr. Green, and 35 Chinese.
 Per *Araratton Afar*, str., from Calcutta, &c.—Mrs. Hansen, Messrs. Callen, R. G. Levi, and 516 Chinese.

REPORTS.

The German mail steamer *Prussien* reports that she left Wosung on the 31st ultimo, and arrived here at 1 a.m. Had fine weather with fresh northerly wind.
 The British steamer *Formosa* reports that she left Swatow on the 2nd instant. Had light wind and fine weather but cloudy. In Swatow the steamer *Chow-chow-foo*, and H. M. S. *Redpole*.
 The British steamer *Mongkut* reports that she left Bangkok on the 26th instant, and Anglin on the 27th. Had fine clear weather and smooth sea from Anglin to north reef; thence to Hongkong had moderate to strong north-east winds and head sea with overcast weather.
 The Chinese steamer *Toonnan* reports that she left Shanghai on the 30th ultimo, and Swatow on the 2nd instant. Had strong northerly and north-easterly winds with moderate sea and clear weather. After leaving Fisherman's Group, Formosa and Swatow had moderate to light north-easterly winds and fine weather.
 The British steamer *Taita* reports that she left Singapore on the 27th instant. Had fine clear weather throughout the passage, except last night when it was thickly overcast and rainy weather. Light north-north-east winds and smooth sea to the Maclesfield Bank; thence to arrival had fresh to strong north-east winds and smooth sea.

The British steamer *Wosung* reports that she left Swatow on the 2nd instant. Had fresh moon and fine weather from port to port.
 The Japanese steamer *Sakata Maru* reports that she left Adelaide at noon on the 23rd Dec.; arrived at Albany, W.A., on the 27th. Left Albany at noon on the 31st; arrived at Sourabaya at 2 p.m. on the 1st ult., and sailed at 6 p.m. on the 14th; arrived at Batavia at 4 p.m. on the 17th, left noon on the 19th; arrived at Samarang on the 20th, and sailed at 6 p.m. on the 24th; arrived here on the 3rd. Experienced fresh north-west winds on Java coast. Light and moderate northerly winds in China Sea to Paracels, then moderate and fresh wind and sea with strong southerly current to port.

Post Office.

A MAIL WILL CLOS—
 For Singapore—Per *Oceanic* to-morrow, the 4th instant, at 11.30 A.M.
 For Shanghai—Per *Nanyang* to-morrow, the 4th instant, at 11.30 A.M.
 For Taiwanfoo—Per *Peking* to-morrow, the 4th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 AYOCHE, British steamer, 1,055, T. Rowin, 31st Jan.—Hongay 28th Jan., Coal—Jardine, Matheson & Co.
 CHOWFA, British steamer, 1,057, F. W. Phillips, 31st Jan.—Bangkok 25th Jan., Rice and General—Yuen Fat Hong.
 CLARA, German steamer, 675, H. Island, 30th Nov.—Canton 30th November, General—Stiemssen & Co.
 DORIS, German steamer, 771, Petersen, 31st Jan.—Salgon 26th January, Rice—Wielser & Co.
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 1st Feb.—Vancouver 10th Jan., Yokohama 26th, Nagasaki 28th, and Shanghai 29th, General—Canadian Pacific Railway Co.
 FRIGGA, German steamer, 1,460, F. Nagel, 1st Feb.—Singapore 25th January, General—Stiemssen & Co.
 HERR, Norwegian steamer, 1,662, F. W. Man, 30th Jan.—Salgon 26th Paddy—Order.
 INDEPENDENT, German steamer, 871, J. Schall, 1st Feb.—Salgon 25th Jan., Rice—Wielser & Co.
 KINGSLAND, British steamer, 1,227, M. Scott, 30th Jan.—Cariff 4th Dec., Coal—Stiemssen & Co.
 KWANGLIE, Chinese steamer, 1,504, R. L. Lin, 30th Jan.—Canton 2nd Feb., General—C. M. S. N. Co.
 LOMBARDY, British steamer, 1,570, Francis Cole, 26th Jan.—Bombay 5th Jan., and Singapore 18th Jan., General—P. & O. S. N. Co.
 OCHANA, German steamer, 1,648, J. Behrens, 1st Feb.—Kobe 26th January, General—Stiemssen & Co.
 OCEANIC, British steamer, W. M. Smith, K.N.R., 31st Jan.—San Francisco, and Yokohama 26th Jan., Mails and General—O. & O. S. S. Co.
 PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 29th Jan.—Bangkok 30th Jan., and Anglin 22nd, General—Yuen Fat Hong.
 PHRA NANG, British steamer, 1,021, W. H. Water, 29th Jan.—Mojli 11th Jan., Coal—Butterfield & Swire.
 TRITON, German steamer, 1,087, J. Heiler, 1st Feb.—Salgon 27th Jan., Paddy—Stiemssen & Co.
 ST. ANDREWAS, Norwegian steamer, 2,006, H. R. Hansen, 2nd Feb.—Japan 28th Jan., Coal—Mitani Bussan Kaisha.
 ZATRO, British steamer, 675, A. W. R. Cobban, 31st Jan.—Manila 27th Jan., and Amoy General—Shewan & Co.

To be Let.

TO LET,
 WITH IMMEDIATE POSSESSION,
 THE Large Handmade SHOP, No. 24, Queen's Road Central, lately occupied by Dakia Bro. of China, Limited.
 Also,
 Two Large AIRY ROOMS on the Top Floor of above.
 Apply to
 DAKIN, CRUICKSHANK & Co., Ltd.,
 Hongkong, and August, 1892.

TO LET.

NEW HOUSES IN REPOY TERRACE—Bon-
 No. 4, BLUE BUILDINGS.
 FLOORS IN BLUE BUILDINGS.
 OFFICES—Second Floor, Phys. Central (lately occupied by Messrs. Dunn, Melbye & Co.)
 GODOWN, No. 1A, Blue Buildings.
 SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
 Nos. 4, 5 & 6, VICTORIA VIEW, Kowloon.
 FLOORS No. 1, Shelley Street.
 No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank Ltd. Liquidation.
 No. 10, OLD BAILEY STREET.
 Apply to
 THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
 Hongkong, 31st December, 1892.

TO LET.

HOUSES IN KENTWOOD TERRACE, Kowloon.
 Apply to
 THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
 Hongkong, 18, November, 1892.

TO LET.

ONE LARGE FRONT ROOM, 1st Floor, Praya Central, 15.
 Apply to
 LAUTE, WEGENER & Co.
 Hongkong, 26th January, 1893.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
 VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG:
Oceanic.....Thursday, 9th Feb.
Gaski.....Tuesday, 28th Feb.
Bright.....Thursday, 30th March.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 9th February, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00

Through Passage Tickets granted to Eng., France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	By Rail.	By Sea.	Continental.	Through.
Kansas City, Mo., Omaha, Neb.	285.00	291.50		
St. Louis, Mo.	291.50	291.50		
St. Paul, Minn., Minneapolis, Minn.	291.50	291.50		
Chicago, Ill.	291.50	291.50		
Milwaukee, Wis.	291.50	291.50		
Cincinnati, Ohio	291.50	291.50		
Columbus, Ohio	291.50	291.50		
Detroit, Mich.	291.50	291.50		
Cleveland, Ohio	291.50	291.50		
Toronto, Canada	291.50	291.50		
Pittsburg, Penn.	291.50	291.50		
Niagara Falls, N.Y., Buffalo, N.Y.	291.50	291.50		
Washington, D.C., Baltimore, Md.	291.50	291.50		
Philadelphia, Penn.	291.50	291.50		
New York	291.50	291.50		
Boston, Mass.	291.50	291.50		
Portland, Maine	291.50	291.50		

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through tickets issued to Passenger booking to Europe or to Overland points, are good for transportation across the America, Continent, via the Union Pacific Railway System only.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; packages of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 20th January, 1893.

F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.
 No. 7, Praya Central, HONGKONG.

SOLE AGENTS FOR
 HARTMANN'S RAHTENS' GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.
 HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER. DAIMLER INDUSTRIAL MOTORS. TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAPTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS and BLACKSMITHS' MACHINERY and TOOLS. EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

CARDIFF, AUSTRALIAN, and JAPAN COALS, supplied at the shortest notice to Steamships at lowest market rates.

Hongkong, 26th January, 1893.

Mails.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
 Proposed Sailing from Hongkong:
City of Rio de Janeiro Saturday, 18th Feb.
City of Peking (via) Saturday, 11th March.
China Tuesday, 21st March.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, and YOKOHAMA, on SATURDAY, the 18th Feb., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00
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 J. S. VAN BUREN, Agent.
 Hongkong, 20th January, 1893.

SIEN TING,
 SURGEON DENTIST.
 No. 10, D'ARAGULAR STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892.

DENTISTRY.
 FIRST CLASS WORKMANSHIP AND MODERATE FEES.